Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-29. (Cancelled)

Claim 30. (New) A method for stabilizing a vehicle combination of a trailer or semi-trailer and a towing vehicle having front wheels, said method comprising:

determining and evaluating at least one dynamic movement input variable;

if a rolling movement of the vehicle combination is detected by means of the evaluation, implementing at least braking interventions for stabilizing the dynamic movement state of the vehicle combination for the towing vehicle; and

producing a yaw moment which counteracts the rolling movement of the vehicle combination, by means of braking interventions which are applied to the front wheels of the towing vehicle; wherein,

braking interventions are implemented at the rear wheels of the towing vehicle; only when a predefined operating state of the vehicle combination is present; and

the braking interventions which are implemented at the rear wheels effect an essentially constant braking at the rear wheels..

Claim 31. (New) The method as claimed in Claim 30, wherein the predefined operating state of the vehicle combination, in which braking interventions are implemented at the rear wheels, is present if a rolling movement of the vehicle combination is detected at a time when there is no braking by the driver and the vehicle combination is located on an underlying surface with a low coefficient of friction.

Claim 32. (New) The method as claimed in Claim 30, wherein the predefined operating state of the vehicle combination in which braking interventions are implemented at the rear wheels is present if a rolling movement of the vehicle combination is detected and at a time when there is no braking by the driver and the braking interventions which are applied to the front wheels causes a risk of the front wheels locking.

Claim 33. (New) The method as claimed in Claim 30, wherein braking interventions are implemented at the rear wheels if a rolling movement of the vehicle combination is detected, there is no braking by the driver, and the vehicle combination is located on an underlying surface with a low coefficient of friction.

Claim 34. (New) The method as claimed in Claim 30, wherein braking interventions are implemented at the rear wheels if a rolling movement of the vehicle combination is detected, there is no braking by the driver and the braking interventions which are applied to the front wheels lead to a risk of the front wheels locking.

Claim 35. (New) The method as claimed in Claim 30, wherein the predefined operating state of the vehicle combination in which braking interventions is implemented at the rear wheels is present if a rolling movement is detected during a driver initiated braking process, and vehicle deceleration occurring as a result of the driver initiated braking process fulfills a predefined comparative criterion.

Claim 36. (New) The method as claimed in Claim 30, wherein braking interventions are implemented at the rear wheels if a rolling movement is detected during a driver initiated braking process, and vehicle deceleration occurring as a result of the driver initiated braking process fulfills a predefined comparative criterion.

Claim 37. (New) The method as claimed in Claim 36, wherein if the vehicle deceleration which occurs is below a predefined threshold value, a braking effect at the rear wheels as a result of the driver initiated braking process is at least partially reduced by the braking interventions which are brought about for the rear wheels.

Claim 38. (New) The method as claimed in Claim 37, wherein the braking effect is reduced to such an extent that the value of the vehicle deceleration which has occurred as a result of the driver initiated braking process is at least maintained.

Claim 39. (New) The method as claimed in Claim 36, wherein if the vehicle deceleration is above a predefined threshold value, the braking effect at the rear wheels as a result of the driver initiated braking process is at least maintained by the braking interventions which are implemented at the rear wheels.

Claim 40. (New) The method as claimed in Claim 39, wherein if an intervention of an anti-lock brake system is made at or both front wheels, an additional braking effect at the rear wheels is increased by braking interventions which are implemented at the rear wheels.

Claim 41. (New) The method as claimed in Claim 40, wherein the increase in the additional braking effect at the rear axle is carried out in such a way that the value of the vehicle deceleration which has occurred as a result of the driver initiated braking process which is initiated is maintained.

Claim 42. (New) The method as claimed in Claim 30, wherein the braking interventions which are applied to the front wheels give rise to braking forces which are composed of a basic force and a dynamic force component.

Claim 43. (New) The method as claimed in claim 30, wherein:

at least the towing vehicle is equipped with one of a hydraulic, an electrohydraulic, a pneumatic, and an electropneumatic brake system; and

the braking interventions which are applied to the front wheels are such that a brake pressure which is composed of a basic pressure and dynamic pressure peaks is supplied to wheel brake cylinders assigned to the front wheels.

Claim 44. (New) The method as claimed in Claim 42, wherein a yaw moment which counteracts a rolling movement of the vehicle combination is produced by the dynamic force component.

Claim 45. (New) The method as claimed in Claim 42, wherein a value of the basic force or pressure is determined as a function of a deviation in a yaw angle rate, in particular the deviation results from the difference between the actual value for the yaw angle rate which is determined using a yaw angle rate sensor and a setpoint value for the yaw angle rate which is determined using a mathematical model.

Claim 46. (New) The method as claimed in Claim 42, wherein the value for the dynamic force component is determined as a function of a variable which describes a change over time of a deviation in the yaw angle rate.

Claim 47. (New) The method as claimed in Claim 43, wherein both the basic pressure and the dynamic pressure peaks decrease as the rolling movement decreases.

Claim 48. (New) The method as claimed in Claim 30, wherein:

engine interventions are also carried out in addition to braking interventions; and

a moment which is output by the engine is set by means of the engine interventions in such a way that substantially no circumferential forces occur at the driven wheels of the towing vehicle.

Claim 49. (New) The method as claimed in Claim 30, wherein:

engine interventions are carried out in addition to braking interventions; and

torque which is output by the engine is set by the engine interventions in such a way that friction losses which occur in the drive train are compensated and the driven wheels are given a neutral setting as far as the circumferential force is concerned.

Claim 50. (New) The method as claimed in Claim 30, wherein:

after stabilizing braking interventions have been initiated, it is checked whether instability of the vehicle combination decreases;

when the vehicle combination has returned to a stable state, no further stabilizing braking interventions are produced; and

at the same time drive torque is set in accordance with a value which is predefined by the driver and which can be derived from the activation of the accelerator pedal.

Claim 51. (New) The method as claimed in Claim 30, wherein braking interventions are carried out at the front wheels as a function of one of a value of sensed yaw moment which acts in the vehicle and a value of the sensed yaw acceleration.

Claim 52. (New) The method as claimed in Claim 30, wherein at least a yaw angle rate of the towing vehicle is determined and evaluated as a dynamic movement input variable.

Claim 53. (New) The method as claimed in Claim 30, wherein vehicle speed, yaw angle rate and steering angle are evaluated to determine whether a rolling movement is occurring.

Claim 54. (New) The method as claimed in Claim 53, wherein a rolling movement is occurring if the yaw angle rate exhibits an oscillating behavior in an operating state of the vehicle combination in which the vehicle speed is higher than an associated threshold value, even though the driver is not making any steering interventions.

Claim 55. (New) The method as claimed in Claim 30, wherein the presence of a rolling movement of the vehicle combination is detected as a

function of a deviation variable which includes a deviation between actual value of the yaw angle rate and an associated setpoint value.

Claim 56. (New) A device for stabilizing a vehicle combination comprising a trailer and a towing vehicle that has front wheels and rear wheels, said device comprising:

means for determining and evaluating at least one dynamic movement input variable;

means for implementing at least braking interventions at the front wheels of the towing vehicle, for stabilizing the dynamic movement state of the vehicle combination if a rolling movement of the vehicle combination is detected by means of the evaluation; wherein,

a yaw moment which counteracts the rolling movement of the vehicle combination is produced by means of the braking interventions at the front wheels of the towing vehicle;

braking interventions for the rear wheels of the towing vehicle are additionally permitted only when a predefined operating state of the vehicle combination is present; and

the braking interventions which are additionally permitted or brought about for the rear wheels effect an essentially constant braking effect at the rear wheels.